

BAB VI

KESIMPULAN DAN SARAN

6.1. Kesimpulan

Dari hasil evaluasi kinerja Simpang Empat Jl. Sultan Agung–Jl. Senopati, Jl. Brigadir Jenderal Katamso – Jl. Mayor Suryotomo, Yogyakarta berdasarkan MKJI 1997, maka dapat ditarik kesimpulan sebagai berikut :

1. Nilai derajat kejenuhan yang terjadi pada Simpang tersebut berkisar sebesar 0,82. Hasil tersebut berdasarkan *survey* lapangan pada periode jam puncak selama 2 hari. Dari nilai derajat kejenuhan tersebut dapat disimpulkan bahwa kapasitas di lapangan tidak mampu menampung volume lalu lintas kendaraan dengan baik.
2. Alternatif yang paling sesuai dengan kondisi pada simpang tersebut adalah alternatif III dengan mengubah *stage* simpang belok kiri langsung menjadi belok kiri beserta perubahan waktu hijau pada setiap jam puncak pagi, siang dan sore.

6.2. **Saran**





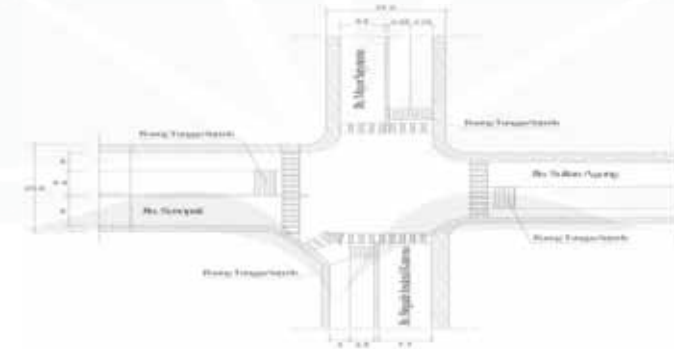
Dari hasil kesimpulan diatas, maka saran yang disampaikan setelah melakukan penelitian dengan menggunakan MKJI 1997 adalah sebagai berikut.

1. Perlunya perubahan waktu hijau dan *design stage* simpang.
2. Dari penelitian yang dilakukan hanya mengambil data di lapangan selama 2 (dua) hari pada jam puncak tertentu sehingga hasil yang di dapat dari analisis kurang maksimal, di harap dapat melakukan penelitian lainnya yang dapat mengurangi derajat kejenuhan dengan pengambilan data yang jauh lebih banyak agar mendukung demi kelancaran lalu lintas pada simpang.

DAFTAR PUSTAKA

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Formulir SIG I Geometri Pengaturan Lalu Lintas Lingkungan

| SIMPANG BERSINYAL Formulir SIG - I: GEOMETRI PENGATURAN LALU LINTAS LINGKUNGAN | | Tanggal: 04-Mei-17 | | Ditangani Oleh : | | | | | | |
|--|-----------------------|---|-----------------|---|-------------------|---|--------------------|-------------------|----------------------------|-----------------|
| | | Kota: Yogyakarta | | | | | | | | |
| | | Simpang: | | | | | | | | |
| | | Ukuran Kota : 3,6 Juta | | | | | | | | |
| | | Perihal: 4 fase | | | | | | | | |
| | | Periode: Jam puncak pagi-sore | | | | | | | | |
| FASE SINYAL YANG ADA | | | | | | | | | | |
| g = | 34 | g = | 22 | g = | 40 | g = | 34 | Waktu siklus | | |
|  | |  | |  | |  | | | | |
| IG = | 5 | IG = | 5 | IG = | 5 | IG = | 5 | C = | 150 | |
| | | | | | | | | LTI = $\sum IG =$ | 20 | |
|  | | | | | | | | | | |
| KONDISI LAPANGAN | | | | | | | | | | |
| Kode Pendekat | Tipe Lingkungan Jalan | Hambatan Samping Tinggi/Rendah | Median Ya/Tidak | Kelandaian | Belok Kiri | Jarak ke | Lebar Pendekat (m) | | | |
| | | | | | Langsung Ya/Tidak | Kendaraan parkir (m) | Pendekat WA | Masuk W Masuk | Belok Kiri langsung W LTOR | Keluar W Keluar |
| U | COM | T | Y | | T | 48 | 6,5 | 6,5 | | 7,7 |
| T | COM | R | Y | | Y | 80 | 8,4 | 5,8 | 2,6 | 8 |
| S | COM | T | Y | | Y | 80 | 6,5 | 3,5 | 3 | 6,6 |
| B | COM | T | Y | | Y | 80 | 11,4 | 6,4 | 5 | 6,7 |

Formulir SIG II Arus Lalu Lintas Kamis Jam Puncak Pagi

| SIMPANG BERSINYAL Formulir SIG-II ARUS LALU LINTAS | | | | | Tanggal : 04 Mei 2017 | | | | | | | | | | Ditangani Oleh : Periode : Kamis Puncak Pagi | | | |
|--|-------|--|-----------------------|---------------------|--|-----------------------|---------------------|--|-----------------------|---------------------|--------------------|-----------------------|---------------------|----------------|---|-------------------|-------------------|--|
| | | | | | Kota : Yogyakarta | | | | | | | | | | | | | |
| | | | | | Simpang : S4 Sayidan | | | | | | | | | | | | | |
| | | | | | Perihal : | | | | | | | | | | | | | |
| Kode Pendekat | Arah | Arus Lalu Lintas Kendaraan Bermotor (MV) | | | | | | | | | | | | | | Kend.tak Bermotor | | |
| | | Kendaraan Ringan (LV) | | | Kendaraan Berat (HV) | | | Sepeda Motor (MC) | | | Kendaraan Bermotor | | | Rasio Berbelok | | Arus UM | Rasio PUM = UM/MV | |
| | | emp terlindung = 1,0 emp terlawan = 1,0 | | | emp terlindung = 1,3 emp terlawan = 1,3 | | | emp Terlindung = 0,2 emp terlawan = 0,4 | | | Total MV | | | | | | | |
| | | kend/jam | smp/jam Terlindung | smp/jam Terlawan | kend/jam | smp/jam Terlindung | smp/jam Terlawan | kend/jam | smp/jam Terlindung | smp/jam Terlawan | kend/jam | smp/jam Terlindung | smp/jam terlawan | Kiri PLT | Kanan PRT | | | |
| U | LT | 34 | 34 | 34 | 0 | 0 | 0 | 100 | 20 | 40 | 134 | 54 | 74 | 0,08 | | 5 | | |
| | ST | 224 | 224 | 207 | 1 | 1,3 | 1,3 | 828 | 165,6 | 331,2 | 1053 | 390,9 | 539,5 | | | 9 | | |
| | RT | 84 | 84 | 84 | 2 | 2,6 | 2,6 | 361 | 72,2 | 144,4 | 447 | 158,8 | 231 | | 0,27 | 8 | | |
| | Total | 342 | 342 | 325 | 3 | 3,9 | 3,9 | 1289 | 257,8 | 515,6 | 1634 | 603,7 | 844,5 | | | 22 | 0,01 | |
| T | LTOR | 69 | 69 | 69 | 0 | 0 | 0 | 477 | 95,4 | 190,8 | 546 | 164,4 | 259,8 | 0,25 | | 8 | | |
| | ST | 139 | 139 | 139 | 2 | 2,6 | 2,6 | 952 | 190,4 | 380,8 | 1093 | 332 | 522,4 | | | 25 | | |
| | RT | 59 | 59 | 59 | 0 | 0 | 0 | 464 | 92,8 | 185,6 | 523 | 151,8 | 244,6 | | 0,24 | 12 | | |
| | Total | 267 | 267 | 267 | 2 | 2,6 | 2,6 | 1893 | 378,6 | 757,2 | 2162 | 648,2 | 1026,8 | | | 45 | 0,02 | |
| S | LTOR | 12 | 12 | 12 | 0 | 0 | 0 | 83 | 16,6 | 33,2 | 95 | 28,6 | 45,2 | 0,03 | | 10 | | |
| | ST | 258 | 258 | 258 | 6 | 7,8 | 7,8 | 1650 | 330 | 660 | 1914 | 595,8 | 925,8 | | | 40 | | |
| | RT | 100 | 100 | 100 | 0 | 0 | 0 | 1101 | 220,2 | 440,4 | 1201 | 320,2 | 540,4 | | 0,37 | 14 | | |
| | Total | 370 | 370 | 370 | 6 | 7,8 | 7,8 | 2834 | 566,8 | 1133,6 | 3210 | 944,6 | 1511,4 | | | 64 | 0,02 | |
| B | LTOR | 136 | 136 | 136 | 0 | 0 | 0 | 597 | 119,4 | 47,76 | 733 | 255,4 | 183,76 | 0,24 | | 30 | | |
| | ST | 200 | 200 | 200 | 0 | 0 | 0 | 1658 | 331,6 | 132,64 | 1858 | 531,6 | 332,64 | | | 41 | | |
| | RT | 61 | 61 | 61 | 0 | 0 | 0 | 440 | 88 | 35,2 | 501 | 149 | 96,2 | | 0,16 | 26 | | |
| | Total | 397 | 397 | 397 | 0 | 0 | 0 | 2695 | 539 | 215,6 | 3092 | 936 | 612,6 | | | 97 | 0,03 | |

Formulir SIG II Arus Lalu Lintas Kamis Jam Puncak Siang

| SIMPANG BERSINYAL Formulir SIG-II ARUS LALU LINTAS | | | | | Tanggal : 04 Mei 2017 | | | | | | | | Ditangani Oleh : Periode : Kamis Puncak Siang | | | | |
|--|-------|--|----------|-----|--|----------|------|--|----------|--------------------|------------|----------|--|----------|-------------------|-------------------|------|
| | | | | | Kota : Yogyakarta | | | | | | | | | | | | |
| | | | | | Simpang : S4 Sayidan | | | | | | | | | | | | |
| | | | | | Perihal : | | | | | | | | | | | | |
| Kode Pendekat | Arah | Arus Lalu Lintas Kendaraan Bermotor (MV) | | | | | | | | | | | | | Kend.tak Bermotor | | |
| | | Kendaraan Ringan (LV) | | | Kendaraan Berat (HV) | | | Sepeda Motor (MC) | | Kendaraan Bermotor | | | Rasio Berbelok | | Arus UM | Rasio PUM = UM/MV | |
| | | emp terlindung = 1,0 emp terlawan = 1,0 | | | emp terlindung = 1,3 emp terlawan = 1,3 | | | emp Terlindung = 0,2 emp terlawan = 0,4 | | Total MV | | | | | | | |
| | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | Kiri PLT | Kanan PRT | Kend/jam | |
| | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | terlawan | | | | | |
| U | LT | 49 | 49 | 49 | 0 | 0 | 0 | 120 | 24 | 48 | 169 | 73 | 97 | 0,10 | | 0 | |
| | ST | 230 | 230 | 230 | 1 | 1,3 | 1,3 | 784 | 156,8 | 313,6 | 1015 | 388,1 | 544,9 | | | 7 | |
| | RT | 112 | 112 | 112 | 7 | 9,1 | 9,1 | 402 | 80,4 | 160,8 | 521 | 201,5 | 281,9 | | 0,31 | 3 | |
| | Total | 391 | 391 | 391 | 8 | 10,4 | 10,4 | 1306 | 261,2 | 522,4 | 1705 | 662,6 | 923,8 | | | 10 | 0,01 |
| T | LTOR | 219 | 219 | 219 | 0 | 0 | 0 | 797 | 159,4 | 318,8 | 1016 | 378,4 | 537,8 | 0,36 | | 25 | |
| | ST | 211 | 211 | 211 | 6 | 7,8 | 7,8 | 882 | 176,4 | 352,8 | 1099 | 395,2 | 571,6 | | | 16 | |
| | RT | 135 | 135 | 135 | 0 | 0 | 0 | 602 | 120,4 | 240,8 | 737 | 255,4 | 375,8 | | 0,26 | 13 | |
| | Total | 565 | 565 | 565 | 6 | 7,8 | 7,8 | 2281 | 456,2 | 912,4 | 2852 | 1029 | 1485,2 | | | 54 | 0,02 |
| S | LTOR | 44 | 44 | 44 | 0 | 0 | 0 | 151 | 30,2 | 60,4 | 195 | 74,2 | 104,4 | 0,08 | | 8 | |
| | ST | 237 | 237 | 237 | 8 | 10,4 | 10,4 | 984 | 196,8 | 393,6 | 1229 | 444,2 | 641 | | | 26 | |
| | RT | 146 | 146 | 146 | 1 | 1,3 | 1,3 | 913 | 182,6 | 365,2 | 1060 | 329,9 | 512,5 | | 0,43 | 8 | |
| | Total | 427 | 427 | 427 | 9 | 11,7 | 11,7 | 2048 | 409,6 | 819,2 | 2484 | 848,3 | 1257,9 | | | 42 | 0,02 |
| B | LTOR | 246 | 246 | 246 | 0 | 0 | 0 | 660 | 132 | 264 | 906 | 378 | 510 | 0,26 | | 36 | |
| | ST | 297 | 297 | 297 | 4 | 5,2 | 5,2 | 1405 | 281 | 562 | 1706 | 583,2 | 864,2 | | | 22 | |
| | RT | 147 | 147 | 147 | 0 | 0 | 0 | 697 | 139,4 | 278,8 | 844 | 286,4 | 425,8 | | 0,24 | 58 | |
| | Total | 690 | 690 | 690 | 4 | 5,2 | 5,2 | 2762 | 552,4 | 1104,8 | 3456 | 1247,6 | 1800 | | | 116 | 0,03 |

Formulir SIG II Arus Lalu Lintas Kamis Jam Puncak Sore

| SIMPANG BERSINYAL Formulir SIG-II ARUS LALU LINTAS | | | | | Tanggal : 04 Mei 2017 | | | | | | | | Ditangani Oleh : Periode : Kamis Puncak Sore | | | | |
|--|-------|--|----------|------------|--|------------|--|------------|--------------------|------------|----------|----------------|---|----------|-------------------|----------|------|
| | | | | | Kota : Yogyakarta | | | | | | | | | | | | |
| | | | | | Simpang : S4 Sayidan | | | | | | | | | | | | |
| | | | | | Perihal : | | | | | | | | | | | | |
| Kode Pendekat | Arah | Arus Lalu Lintas Kendaraan Bermotor (MV) | | | | | | | | | | | | | Kend.tak Bermotor | | |
| | | Kendaraan Ringan (LV) | | | Kendaraan Berat (HV) | | Sepeda Motor (MC) | | Kendaraan Bermotor | | | Rasio Berbelok | | Arus UM | Rasio PUM = UM/MV | | |
| | | emp terlindung = 1,0 emp terlawan = 1,0 | | | emp terlindung = 1,3 emp terlawan = 1,3 | | emp Terlindung = 0,2 emp terlawan = 0,4 | | Total MV | | | | | | | | |
| | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | Kiri PLT | Kanan PRT | Kend/jam | |
| | | Terlindung | Terlawan | Terlindung | Terlawan | Terlindung | Terlawan | Terlindung | Terlawan | Terlindung | Terlawan | Terlindung | Terlawan | | | | |
| U | LT | 30 | 30 | 30 | 1 | 1,3 | 1,3 | 95 | 19 | 38 | 126 | 50,3 | 69,3 | 0,06 | | 4 | |
| | ST | 259 | 259 | 259 | 0 | 0 | 0 | 1107 | 221,4 | 442,8 | 1366 | 480,4 | 701,8 | | | 5 | |
| | RT | 66 | 66 | 66 | 4 | 5,2 | 5,2 | 388 | 77,6 | 155,2 | 458 | 148,8 | 226,4 | | 0,23 | 4 | |
| | Total | 355 | 355 | 355 | 5 | 6,5 | 6,5 | 1590 | 318 | 636 | 1950 | 679,5 | 997,5 | | | 13 | 0,01 |
| T | LTOR | 201 | 201 | 218 | 7 | 9,1 | 9,1 | 1644 | 328,8 | 657,6 | 1852 | 538,9 | 884,7 | 0,57 | | 21 | |
| | ST | 157 | 157 | 157 | 17 | 22,1 | 22,1 | 935 | 187 | 374 | 1109 | 366,1 | 553,1 | | | 9 | |
| | RT | 68 | 68 | 68 | 0 | 0 | 0 | 198 | 39,6 | 79,2 | 266 | 107,6 | 147,2 | | 0,08 | 9 | |
| | Total | 426 | 426 | 443 | 24 | 7,8 | 7,8 | 2777 | 555,4 | 1110,8 | 3227 | 989,2 | 1561,6 | | | 39 | 0,01 |
| S | LTOR | 26 | 26 | 26 | 7 | 9,1 | 9,1 | 173 | 34,6 | 69,2 | 206 | 69,7 | 104,3 | 0,09 | | 10 | |
| | ST | 221 | 221 | 221 | 3 | 3,9 | 3,9 | 1014 | 202,8 | 405,6 | 1238 | 427,7 | 630,5 | | | 26 | |
| | RT | 140 | 140 | 140 | 0 | 0 | 0 | 767 | 153,4 | 306,8 | 907 | 293,4 | 446,8 | | 0,39 | 6 | |
| | Total | 387 | 387 | 387 | 10 | 13 | 13 | 1954 | 390,8 | 781,6 | 2351 | 790,8 | 1181,6 | | | 42 | 0,02 |
| B | LTOR | 190 | 190 | 190 | 0 | 0 | 0 | 457 | 91,4 | 182,8 | 647 | 281,4 | 372,8 | 0,22 | | 17 | |
| | ST | 246 | 246 | 246 | 3 | 3,9 | 3,9 | 1340 | 268 | 536 | 1589 | 517,9 | 785,9 | | | 21 | |
| | RT | 88 | 88 | 88 | 2 | 2,6 | 2,6 | 587 | 117,4 | 234,8 | 677 | 208 | 325,4 | | 0,23 | 43 | |
| | Total | 524 | 524 | 524 | 5 | 6,5 | 6,5 | 2384 | 476,8 | 953,6 | 2913 | 1007,3 | 1484,1 | | | 81 | 0,03 |

Formulir SIG II Arus Lalu Lintas Sabtu Jam Puncak Pagi

| SIMPANG BERSINYAL Formulir SIG-II ARUS LALU LINTAS | | | | | Tanggal : 06 Mei 2017 | | | | | | | | Ditangani Oleh : Periode : Sabtu Puncak pagi | | | | |
|--|-------|--|----------|-----|--|----------|--|------------|--------------------|-------|------------|----------------|---|----------|-------------------|----------|------|
| | | | | | Kota : Yogyakarta | | | | | | | | | | | | |
| | | | | | Simpang : S4 Sayidan | | | | | | | | | | | | |
| | | | | | Perihal : | | | | | | | | | | | | |
| Kode Pendekat | Arah | Arus Lalu Lintas Kendaraan Bermotor (MV) | | | | | | | | | | | | | Kend.tak Bermotor | | |
| | | Kendaraan Ringan (LV) | | | Kendaraan Berat (HV) | | Sepeda Motor (MC) | | Kendaraan Bermotor | | | Rasio Berbelok | | Arus UM | Rasio PUM = UM/MV | | |
| | | emp terlindung = 1,0 emp terlawan = 1,0 | | | emp terlindung = 1,3 emp terlawan = 1,3 | | emp Terlindung = 0,2 emp terlawan = 0,4 | | Total MV | | | | | | | | |
| | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | Kiri PLT | Kanan PRT | Kend/jam | |
| | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | terlawan | | | | | |
| U | LT | 38 | 38 | 38 | 1 | 1,3 | 1,3 | 212 | 42,4 | 84,8 | 251 | 81,7 | 124,1 | 0,16 | | 8 | |
| | ST | 203 | 203 | 203 | 2 | 2,6 | 2,6 | 622 | 124,4 | 248,8 | 827 | 330 | 454,4 | | | 18 | |
| | RT | 90 | 90 | 90 | 7 | 9,1 | 9,1 | 380 | 76 | 152 | 477 | 175,1 | 251,1 | | 0,31 | 6 | |
| | Total | 331 | 331 | 331 | 10 | 13 | 13 | 1214 | 242,8 | 485,6 | 1555 | 586,8 | 829,6 | | | 32 | 0,02 |
| T | LTOR | 66 | 66 | 66 | 0 | 0 | 0 | 571 | 114,2 | 228,4 | 637 | 180,2 | 294,4 | 0,30 | | 12 | |
| | ST | 129 | 129 | 129 | 1 | 1,3 | 1,3 | 961 | 192,2 | 384,4 | 1091 | 322,5 | 514,7 | | | 13 | |
| | RT | 54 | 54 | 54 | 1 | 1,3 | 1,3 | 366 | 73,2 | 146,4 | 421 | 128,5 | 201,7 | | 0,20 | 13 | |
| | Total | 249 | 249 | 249 | 2 | 2,6 | 2,6 | 1898 | 379,6 | 759,2 | 2149 | 631,2 | 1010,8 | | | 25 | 0,01 |
| S | LTOR | 31 | 31 | 31 | 0 | 0 | 0 | 138 | 27,6 | 55,2 | 169 | 58,6 | 86,2 | 0,07 | | 10 | |
| | ST | 186 | 186 | 186 | 8 | 10,4 | 10,4 | 1320 | 264 | 528 | 1514 | 460,4 | 724,4 | | | 58 | |
| | RT | 93 | 93 | 93 | 3 | 3,9 | 3,9 | 694 | 138,8 | 277,6 | 790 | 235,7 | 374,5 | | 0,32 | 18 | |
| | Total | 310 | 310 | 310 | 11 | 14,3 | 14,3 | 2152 | 430,4 | 860,8 | 2473 | 754,7 | 1185,1 | | | 86 | 0,03 |
| B | LTOR | 109 | 109 | 109 | 3 | 3,9 | 3,9 | 536 | 107,2 | 214,4 | 648 | 220,1 | 327,3 | 0,27 | | 12 | |
| | ST | 142 | 142 | 142 | 5 | 6,5 | 6,5 | 1145 | 229 | 458 | 1292 | 377,5 | 606,5 | | | 25 | |
| | RT | 78 | 78 | 78 | 0 | 0 | 0 | 424 | 84,8 | 169,6 | 502 | 162,8 | 247,6 | | 0,21 | 28 | |
| | Total | 329 | 329 | 329 | 8 | 10,4 | 10,4 | 2105 | 421 | 842 | 2442 | 760,4 | 1181,4 | | | 65 | 0,03 |

Formulir SIG II Arus Lalu Lintas Sabtu Jam Puncak Siang

| SIMPANG BERSINYAL Formulir SIG-II ARUS LALU LINTAS | | | | | Tanggal : 06 Mei 2017 | | | | | | | | Ditangani Oleh : Periode : Sabtu Puncak siang | | | | |
|--|-------|--|----------|-----|--|----------|------|--|----------|--------------------|------------|----------|--|----------|-------------------|-------------------|-----------|
| | | | | | Kota : Yogyakarta | | | | | | | | | | | | |
| | | | | | Simpang : S4 Sayidan | | | | | | | | | | | | |
| | | | | | Perihal : | | | | | | | | | | | | |
| Kode Pendekat | Arah | Arus Lalu Lintas Kendaraan Bermotor (MV) | | | | | | | | | | | | | Kend.tak Bermotor | | |
| | | Kendaraan Ringan (LV) | | | Kendaraan Berat (HV) | | | Sepeda Motor (MC) | | Kendaraan Bermotor | | | Rasio Berbelok | | Arus UM | Rasio PUM = UM/MV | |
| | | emp terlindung = 1,0 emp terlawan = 1,0 | | | emp terlindung = 1,3 emp terlawan = 1,3 | | | emp Terlindung = 0,2 emp terlawan = 0,4 | | Total MV | | | | | | | |
| | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | Kiri PLT | | | Kanan PRT |
| | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | terlawan | | | | | |
| U | LT | 48 | 48 | 48 | 0 | 0 | 0 | 134 | 26,8 | 53,6 | 182 | 74,8 | 101,6 | 0,11 | | 2 | |
| | ST | 232 | 232 | 232 | 1 | 1,3 | 1,3 | 783 | 156,6 | 313,2 | 1016 | 389,9 | 546,5 | | | 16 | |
| | RT | 118 | 118 | 118 | 7 | 9,1 | 9,1 | 397 | 79,4 | 158,8 | 522 | 206,5 | 285,9 | | 0,30 | 10 | |
| | Total | 398 | 398 | 398 | 8 | 10,4 | 10,4 | 1314 | 262,8 | 525,6 | 1720 | 671,2 | 934 | | | 28 | 0,02 |
| T | LTOR | 222 | 222 | 222 | 0 | 0 | 0 | 861 | 172,2 | 344,4 | 1083 | 394,2 | 566,4 | 0,36 | | 31 | |
| | ST | 202 | 202 | 202 | 17 | 22,1 | 22,1 | 989 | 197,8 | 395,6 | 1208 | 421,9 | 619,7 | | | 11 | |
| | RT | 170 | 170 | 170 | 2 | 2,6 | 2,6 | 536 | 107,2 | 214,4 | 708 | 279,8 | 387 | | 0,24 | 9 | |
| | Total | 594 | 594 | 594 | 19 | 24,7 | 24,7 | 2386 | 477,2 | 954,4 | 2999 | 1095,9 | 1573,1 | | | 51 | 0,02 |
| S | LTOR | 48 | 48 | 48 | 2 | 2,6 | 2,6 | 222 | 44,4 | 88,8 | 272 | 95 | 139,4 | 0,10 | | 11 | |
| | ST | 271 | 271 | 271 | 1 | 1,3 | 1,3 | 1047 | 209,4 | 418,8 | 1319 | 481,7 | 691,1 | | | 39 | |
| | RT | 178 | 178 | 178 | 2 | 2,6 | 2,6 | 878 | 175,6 | 351,2 | 1058 | 356,2 | 531,8 | | 0,40 | 16 | |
| | Total | 497 | 497 | 497 | 5 | 6,5 | 6,5 | 2147 | 429,4 | 858,8 | 2649 | 932,9 | 1362,3 | | | 66 | 0,02 |
| B | LTOR | 300 | 300 | 300 | 12 | 15,6 | 15,6 | 555 | 111 | 222 | 867 | 426,6 | 537,6 | 0,25 | | 35 | |
| | ST | 369 | 369 | 369 | 10 | 13 | 13 | 1422 | 284,4 | 568,8 | 1801 | 666,4 | 950,8 | | | 13 | |
| | RT | 160 | 160 | 160 | 2 | 2,6 | 2,6 | 596 | 119,2 | 238,4 | 758 | 281,8 | 401 | | 0,22 | 37 | |
| | Total | 829 | 829 | 829 | 24 | 31,2 | 31,2 | 2573 | 514,6 | 1029,2 | 3426 | 1374,8 | 1889,4 | | | 85 | 0,02 |

Formulir SIG II Arus Lalu Lintas Sabtu Jam Puncak Sore

| SIMPANG BERSINYAL Formulir SIG-II ARUS LALU LINTAS | | | | | Tanggal : 06 Mei 2017 | | | | | | | | Ditangani Oleh : Periode : Sabtu Puncak sore | | | | |
|--|-------|--|----------|-----|--|----------|------|--|----------|--------|-----------------------------|----------|---|----------------|-----------|-------------------|-------------------|
| | | | | | Kota : Yogyakarta | | | | | | | | | | | | |
| | | | | | Simpang : S4 Sayidan | | | | | | | | | | | | |
| | | | | | Perihal : | | | | | | | | | | | | |
| Kode Pendekat | Arah | Arus Lalu Lintas Kendaraan Bermotor (MV) | | | | | | | | | | | | | | Kend.tak Bermotor | |
| | | Kendaraan Ringan (LV) | | | Kendaraan Berat (HV) | | | Sepeda Motor (MC) | | | Kendaraan Bermotor Total MV | | | Rasio Berbelok | | Arus UM | Rasio PUM = UM/MV |
| | | emp terlindung = 1,0 emp terlawan = 1,0 | | | emp terlindung = 1,3 emp terlawan = 1,3 | | | emp Terlindung = 0,2 emp terlawan = 0,4 | | | | | | | | | |
| | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | kend/jam | smp/jam | | Kiri PLT | Kanan PRT | Kend/jam | |
| | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | Terlawan | | Terlindung | terlawan | | | | | |
| U | LT | 48 | 48 | 48 | 1 | 1,3 | 1,3 | 130 | 26 | 52 | 179 | 75,3 | 101,3 | 0,10 | | 6 | |
| | ST | 200 | 200 | 200 | 3 | 3,9 | 3,9 | 919 | 183,8 | 367,6 | 1122 | 387,7 | 571,5 | | | 14 | |
| | RT | 74 | 74 | 74 | 6 | 7,8 | 7,8 | 434 | 86,8 | 173,6 | 514 | 168,6 | 255,4 | | 0,28 | 1 | |
| | Total | 322 | 322 | 322 | 10 | 13 | 13 | 1483 | 296,6 | 593,2 | 1815 | 631,6 | 928,2 | | | 21 | 0,01 |
| T | LTOR | 197 | 170 | 73 | 4 | 5,2 | 5,2 | 1489 | 297,8 | 595,6 | 1690 | 473 | 673,8 | 0,52 | | 8 | |
| | ST | 170 | 73 | 4 | 23 | 29,9 | 29,9 | 924 | 184,8 | 369,6 | 1117 | 287,7 | 403,5 | | | 16 | |
| | RT | 73 | 4 | 23 | 0 | 0 | 0 | 325 | 65 | 130 | 398 | 69 | 153 | | 0,12 | 12 | |
| | Total | 440 | 247 | 100 | 46 | 35,1 | 59,8 | 2738 | 547,6 | 1095,2 | 3224 | 829,7 | 1255 | | | 36 | 0,01 |
| S | LTOR | 38 | 38 | 38 | 7 | 9,1 | 9,1 | 164 | 32,8 | 65,6 | 209 | 79,9 | 112,7 | 0,09 | | 21 | |
| | ST | 247 | 247 | 247 | 0 | 0 | 0 | 896 | 179,2 | 358,4 | 1143 | 426,2 | 605,4 | | | 32 | |
| | RT | 135 | 135 | 135 | 0 | 0 | 0 | 755 | 151 | 302 | 890 | 286 | 437 | | 0,40 | 16 | |
| | Total | 420 | 420 | 420 | 7 | 9,1 | 9,1 | 1815 | 363 | 726 | 2242 | 792,1 | 1155,1 | | | 69 | 0,03 |
| B | LTOR | 226 | 226 | 226 | 2 | 2,6 | 2,6 | 721 | 144,2 | 288,4 | 949 | 372,8 | 517 | 0,27 | | 27 | |
| | ST | 289 | 289 | 289 | 9 | 11,7 | 11,7 | 1511 | 302,2 | 604,4 | 1809 | 602,9 | 905,1 | | | 18 | |
| | RT | 116 | 116 | 116 | 0 | 0 | 0 | 696 | 139,2 | 278,4 | 812 | 255,2 | 394,4 | | 0,23 | 38 | |
| | Total | 631 | 631 | 631 | 11 | 14,3 | 14,3 | 2928 | 585,6 | 1171,2 | 3570 | 1230,9 | 1816,5 | | | 83 | 0,02 |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Kamis Jam Puncak Pagi

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | |
|---|----------------------|---------------|-------------------------|------------------------------|------|-----------------|-----------------|-------------------|---------------------------|---------------------|------|--------|--------------|-------|---------------------------------|----------|--------------------------|---------------|------------------------------------|----------------------------------|---------------------------|-------------------|--|--------|--|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | |
| DAN KAPASITAS | | | | | | | | | | Simpang | | | | | | | | | | Periode Kamis Jam Puncak Pagi | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | |
| U | 1 | P | | 0,08 | 0,27 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,071 | 0,987 | 5169,749 | 603,7 | 0,117 | 0,174 | 34 | 1171,81 | 0,515 | | | | | |
| T | 2 | P | 0,25 | | 0,24 | | | 6,4 | 4960 | 1,05 | 0,94 | 1,00 | 1 | 1,063 | 1 | 5212,695 | 648,2 | 0,124 | 0,185 | 22 | 764,5285 | 0,848 | | | | | |
| S | 3 | P | 0,03 | | 0,37 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,097 | 1 | 3293,139 | 944,6 | 0,287 | 0,427 | 40 | 878,1703 | 1,076 | | | | | |
| B | 4 | P | 0,24 | | 0,16 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,042 | 1 | 6535,435 | 936 | 0,143 | 0,213 | 34 | 1481,365 | 0,632 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C _{ua} | (det) | 530 | | | | | | | | | IFR= | 0,671 | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 150 | | | | | | | | | ΣIFR | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Kamis Jam Puncak Siang

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------|---------------|--------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|------|--------|--------------|-------|---------------------------------|----------|--------------------------|---------------|------------------------|-----------------------------------|---------------------------|-------------------|---|--------|-----|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | |
| DAN KAPASITAS | | | | | | | | | | Simpang | | | | | | | | | | Periode Kamis Jam Puncak Siang | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | |
| | | | | | | PLTOR | PLT | PRT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | |
| U | 1 | P | | 0,10 | 0,31 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,079 | 0,9841 | 5212,542 | 662,6 | 0,127 | 0,166 | 34 | 1181,51 | 0,561 | | | | | |
| T | 2 | P | 0,36 | | 0,26 | | | 6,4 | 4960 | 1,05 | 0,94 | 1,00 | 1 | 1,067 | 1 | 5237,925 | 1029 | 0,196 | 0,257 | 22 | 768,2291 | 1,339 | | | | | |
| S | 3 | P | 0,08 | | 0,43 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,111 | 1 | 3338,556 | 848,3 | 0,254 | 0,332 | 40 | 890,2815 | 0,953 | | | | | |
| B | 4 | P | 0,26 | | 0,24 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,063 | 1 | 6663,056 | 1247,6 | 0,187 | 0,245 | 34 | 1510,293 | 0,826 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C ua | (det) | 530 | | | | | | | IFR= | 0,765 | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 150 | | | | | | | ΣIFR | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Kamis Jam Puncak Sore

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | Ditangani oleh : | | | | | | | | | |
|---|----------------------|---------------|-------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|------|--------|--------------|---------|---------------------------------|----------|--------|----------------------------------|---------------|------------------------|-----------------|---------------------------|-------------------|--------|--|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL | | | | | | | | | | Kota Yogyakarta | | | | | | | | Perihal 4 Fase | | | | | | | | | |
| DAN KAPASITAS | | | | | | | | | | Simpang | | | | | | | | Periode Kamis Jam Puncak Sore | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | | Arus Lahu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | |
| U | 1 | P | | 0,06 | 0,23 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,06107 | 0,9897 | 5150,740 | 679,5 | 0,132 | 0,183 | 34 | 1167,501 | 0,582 | | | | | |
| T | 2 | P | 0,57 | | 0,08 | | | 6,4 | 4960 | 1,05 | 0,95 | 1,00 | 1 | 1,02143 | 1 | 5027,919 | 989,2 | 0,197 | 0,274 | 22 | 737,4281 | 1,341 | | | | | |
| S | 3 | P | 0,09 | | 0,39 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,10031 | 1 | 3305,199 | 790,8 | 0,239 | 0,333 | 40 | 881,3864 | 0,897 | | | | | |
| B | 4 | P | 0,22 | | 0,23 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,06043 | 1 | 6660,520 | 1007,3 | 0,151 | 0,210 | 34 | 1509,718 | 0,667 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | (det) | 530 | | | | | | | | | | | IFR= | 0,7192 | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 150 | | | | | | | | | | | ΣIFR | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Sabtu Jam Puncak Pagi

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | |
|---|----------------------|---------------|-------------------------|------------------------------|------|-----------------|-----------------|-------------------|---------------------------|---------------------------|------|--------|--------------|-------|-------|---------------------------------|--------------------------|---------------|------------------------------------|----------------------------------|---------------------------|-------------------|--|--------|--|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | |
| DAN KAPASITAS | | | | | | | | | | Simpang | | | | | | | | | | Periode Sabtu Jam Puncak Pagi | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | |
| | | | | | | Arah diri | Arah lawan | | Nilai dasar smp/jam hijau | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | |
| | | | | | | | | | | Semua tipe Pendekat | | | Hanya tipe P | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | |
| U | 1 | P | | 0,16 | 0,31 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,080 | 0,974 | 5128,473 | 586,8 | 0,114 | 0,196 | 34 | 1162,454 | 0,505 | | | | | |
| T | 2 | P | 0,30 | | 0,20 | | | 6,4 | 4960 | 1,05 | 0,95 | 1,00 | 1 | 1,051 | 1 | 5174,139 | 631,2 | 0,122 | 0,209 | 22 | 758,874 | 0,832 | | | | | |
| S | 3 | P | 0,07 | | 0,32 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,083 | 1 | 3229,538 | 754,7 | 0,234 | 0,399 | 40 | 861,210 | 0,876 | | | | | |
| B | 4 | P | 0,27 | | 0,21 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,053 | 1 | 6620,117 | 760,4 | 0,115 | 0,196 | 34 | 1500,560 | 0,507 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C _{ua} | (det) | 530 | | | | | | | | | IFR= | 0,585 | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 150 | | | | | | | | | ΣIFR | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Sabtu Jam Puncak Siang

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | |
|---|----------------------|---------------|--------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|------|--------|--------------|-------|---------------------------------|----------|--------------------------|---------------|------------------------|-----------------------------------|---------------------------|-------------------|--|--------|--|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | |
| DAN KAPASITAS | | | | | | | | | | Simpang | | | | | | | | | | Periode Sabtu Jam Puncak Siang | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | |
| U | 1 | P | | 0,11 | 0,30 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,079 | 0,983 | 5180,887 | 671,2 | 0,130 | 0,156 | 34 | 1174,334 | 0,572 | | | | | |
| T | 2 | P | 0,36 | | 0,24 | | | 6,4 | 4960 | 1,05 | 0,94 | 1,00 | 1 | 1,061 | 1 | 5213,685 | 1095,9 | 0,210 | 0,254 | 22 | 764,674 | 1,433 | | | | | |
| S | 3 | P | 0,10 | | 0,40 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,104 | 1 | 3305,690 | 932,9 | 0,282 | 0,341 | 40 | 881,517 | 1,058 | | | | | |
| B | 4 | P | 0,25 | | 0,22 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,058 | 1 | 6650,963 | 1374,8 | 0,207 | 0,249 | 34 | 1507,552 | 0,912 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | (det) | 530 | | | | | | | | | | | IFR= | 0,829 | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 150 | | | | | | | | | | | ΣFR | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Sabtu Jam Puncak Sore

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|------|------|--------------|-------|---------------------------------|----------|--------------------------|---------------|------------------------|-----------------|---------------------------|-------------------|---|--------|--------|--|--|--|--|--|--------|--|--|--|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | Ditangani oleh : | | | | | | | | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | | | | | | | | |
| Simpang | | | | | | | | | | Fase 1 | | | | | | | Fase 2 | | | | Fase 3 | | | | Fase 4 | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | Fase 1 | | | | | | | Fase 2 | | | | | | | Fase 3 | | | | | | | Fase 4 | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | | | | | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | | | | | | |
| U | 1 | P | | 0,10 | 0,28 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,074 | 0,984 | 5172,113 | 631,6 | 0,122 | 0,172 | 34 | 1172,346 | 0,539 | | | | | | | | | | | | | | | |
| T | 2 | P | 0,52 | | 0,12 | | | 6,4 | 4960 | 1,05 | 0,95 | 1,00 | 1 | 1,032 | 1 | 5082,394 | 829,7 | 0,163 | 0,230 | 22 | 745,4178 | 1,113 | | | | | | | | | | | | | | | |
| S | 3 | P | 0,09 | | 0,40 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,103 | 1 | 3295,380 | 792,1 | 0,240 | 0,338 | 40 | 878,7681 | 0,901 | | | | | | | | | | | | | | | |
| B | 4 | P | 0,27 | | 0,23 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,059 | 1 | 6665,624 | 1230,9 | 0,185 | 0,260 | 34 | 1510,875 | 0,815 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | | | (det) | 530 | | | | | | IFR= | 0,710 | | | | | | | | | | | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | | | (det) | 150 | | | | | | ΣIFR | | | | | | | | | | | | | | | | | | | | |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Kamis Puncak Pagi

| SIMPANG BERSINYAL Formulir SIG V | | | | | | | | | TANGGAL : 04-Mei-17 | | | DITANGANI OLEH | | | |
|---|----------------------------|---------------------|----------------------------|----------------------|------------------------------|------|----------------------|--------|------------------------|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | |
| | | | | | | | | | Simpang | | | Periode : Kamis jam puncak Pagi | | | |
| | | | | | | | | | Waktu siklus 150 | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 603,7 | 1171,81 | 0,515 | 0,227 | 0,03 | 22,0 | 22,1 | 32,00 | 98 | 0,789 | 476 | 50,9 | 3,6 | 54,5 | 32891 |
| T | 648,2 | 764,53 | 0,848 | 0,147 | 2,21 | 26,3 | 28,5 | 40,00 | 125 | 0,951 | 616 | 72,8 | 3,9 | 76,7 | 49733 |
| S | 944,6 | 878,17 | 1,076 | 0,267 | 39,73 | 40,5 | 80,2 | 105,79 | 529 | 1,834 | 1732 | 219,4 | 5,3 | 224,7 | 212291 |
| B | 936 | 1481,37 | 0,632 | 0,227 | 0,36 | 35,2 | 35,6 | 49,00 | 117 | 0,821 | 768 | 53,2 | 3,7 | 56,9 | 53294 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 502 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3132,5 | | | | | | | | | Total | 3593 | | | Total | 348209 |
| | | | | | | | | | | | 1,1 | tundaan simpang rata - rata (det/smp) | | | 111,16 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Kamis Puncak Siang

| SIMPANG BERSINYAL | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | Tanggal : 04-Mei-17 | | | Ditangani oleh | | | | |
|-------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|--------|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|--------|
| Formulir SIG V | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | | |
| | | | | | | | | | Simpang | | | Periode : Kamis jam puncak Siang | | | | |
| | | | | | | | | | Waktu siklus 150 | | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q | |
| U | 662,6 | 1181,51 | 0,561 | 0,227 | 0,14 | 24,5 | 24,6 | 32,00 | 98 | 0,802 | 531 | 51,8 | 3,7 | 55,5 | 36775 | |
| T | 1029 | 768,23 | 1,339 | 0,147 | 132,64 | 45,5 | 178,2 | 235,01 | 734 | 3,740 | 3849 | 689,5 | 4,9 | 694,4 | 714522 | |
| S | 848,3 | 890,28 | 0,953 | 0,267 | 7,18 | 34,7 | 41,9 | 57,00 | 285 | 1,068 | 906 | 83,1 | 4,1 | 87,2 | 73948 | |
| B | 1247,6 | 1510,29 | 0,826 | 0,227 | 1,85 | 49,5 | 51,3 | 69,00 | 164 | 0,888 | 1108 | 59,6 | 3,9 | 63,5 | 79209 | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| LT, LTOR | 904 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | | |
| Qtotal | 3787,5 | | | | | | | | Total | | 6394 | Total | | | | 904453 |
| | | | | | | | | | | | 1,7 | tundaan simpang rata - rata (det/smp) | | | | 238,8 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Kamis Puncak Sore

| | | | | | | | | | | | | | | | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|--------|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|--|--|
| SIMPANG BERSINYAL Formulir SIG V | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | Tanggal : 04-Mei-17 | | | | Ditangani oleh | | | |
| | | | | | | | | | | kota : Yogyakarta | | | | Perihal : 4 Fase | | | |
| | | | | | | | | | | Simpang | | | | Periode : Kamis jam puncak Sore | | | |
| | | | | | | | | | | Waktu siklus 150 | | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q | | |
| U | 679,5 | 1167,50 | 0,582 | 0,227 | 0,19 | 25,2 | 25,4 | 36,00 | 111 | 0,808 | 549 | 52,3 | 3,6 | 55,8 | 37938 | | |
| T | 989,2 | 737,43 | 1,341 | 0,147 | 128,15 | 43,8 | 171,9 | 226,78 | 709 | 3,754 | 3714 | 693,6 | 4,2 | 697,8 | 690231 | | |
| S | 790,8 | 881,39 | 0,897 | 0,267 | 3,57 | 31,8 | 35,3 | 49,00 | 245 | 0,965 | 763 | 67,6 | 4,0 | 71,6 | 56589 | | |
| B | 1007,3 | 1509,72 | 0,667 | 0,227 | 0,5 | 38,2 | 38,7 | 53,00 | 126 | 0,831 | 837 | 54,0 | 3,8 | 57,8 | 58244 | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| LT, LTOR | 940 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | | | |
| Qtotal | 3466,8 | | | | | | | | | Total | 5863 | | | Total | 843003 | | |
| | | | | | | | | | | | 1,7 | | | tundaan simpang rata - rata (det/smp) | 243,165 | | |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Sabtu Puncak Pagi

| | | | | | | | | | | | | | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|-------|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|
| SIMPANG BERSINYAL Formulir SIG V | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | Tanggal : 06-Mei-17 | | | Ditangani oleh | | |
| | | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | |
| | | | | | | | | | | Simpang | | | Periode : Sabtu jam puncak Pagi | | |
| | | | | | | | | | | Waktu siklus 150 | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 586,8 | 1162,45 | 0,505 | 0,227 | 0,01 | 21,4 | 21,36 | 31,00 | 95 | 0,786 | 461 | 50,7 | 3,7 | 54,4 | 31937 |
| T | 631,2 | 758,87 | 0,832 | 0,147 | 1,92 | 25,6 | 27,48 | 38,00 | 119 | 0,940 | 594 | 71,3 | 3,9 | 75,2 | 47496 |
| S | 754,7 | 861,21 | 0,876 | 0,267 | 3,24 | 30,1 | 33,33 | 46,00 | 230 | 0,954 | 720 | 66,2 | 3,9 | 70,1 | 52904 |
| B | 760,4 | 1500,56 | 0,507 | 0,227 | 0,01 | 27,7 | 27,69 | 38,00 | 90 | 0,787 | 598 | 50,7 | 3,7 | 54,4 | 41402 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 541 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 2733,1 | | | | | | | | Total | | 2373 | | | Total | 173739 |
| | | | | | | | | | | | 0,9 | | | tundaan simpang rata - rata (det/smp) | 63,5683 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Sabtu Puncak Siang

| SIMPANG BERSINYAL Formulir SIG V | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | Tanggal : 06-Mei-17 kota : Yogyakarta Simpang Waktu siklus 150 | | | Ditangani oleh Perihal : 4 Fase Periode : Sabtu jam puncak siang | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|--------|---|-----------------------------|---------------------------------------|--|---|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 671,2 | 1174,33 | 0,572 | 0,227 | 0,17 | 24,8 | 25,02 | 38,00 | 117 | 0,805 | 540 | 52,1 | 3,7 | 55,8 | 37419 |
| T | 1095,9 | 764,67 | 1,433 | 0,147 | 167,68 | 49,3 | 217,02 | 285,14 | 891 | 4,277 | 4688 | 858,6 | 4,7 | 863,3 | 946077 |
| S | 932,9 | 881,52 | 1,058 | 0,267 | 33,01 | 39,7 | 72,71 | 95,53 | 478 | 1,683 | 1571 | 191,0 | 4,7 | 195,7 | 182553 |
| B | 1374,8 | 1507,55 | 0,912 | 0,227 | 4,39 | 55,8 | 60,23 | 79,14 | 188 | 0,946 | 1301 | 67,0 | 3,9 | 71,0 | 97557 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 991 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 4074,8 | | | | | | | | Total | | 8099 | | | Total | 1263606 |
| | | | | | | | | | | | 1,9 | | | tundaan simpang rata - rata (det/smp) | 310,103 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Sabtu Puncak Sore

| SIMPANG BERSINYAL Formulir SIG V | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | Tanggal : 06-Mei-17 | | | Ditangani oleh | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|-------|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|
| | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | |
| | | | | | | | | | Simpang | | | Periode : Sabtu jam puncak Sore | | | |
| | | | | | | | | | Waktu siklus 150 | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 631,6 | 1172,35 | 0,539 | 0,227 | 0,08 | 23,2 | 23,3 | 34 | 105 | 0,796 | 502 | 51,3 | 3,7 | 55,0 | 34731 |
| T | 829,7 | 745,42 | 1,113 | 0,147 | 46 | 35,3 | 81,3 | 107 | 335 | 2,115 | 1755 | 287,4 | 4,1 | 291,6 | 241902 |
| S | 792,1 | 878,77 | 0,901 | 0,267 | 3,73 | 31,9 | 35,6 | 49 | 245 | 0,971 | 769 | 68,4 | 4,0 | 72,3 | 57305 |
| B | 1230,9 | 1510,87 | 0,815 | 0,227 | 1,68 | 48,6 | 50,3 | 59 | 140 | 0,883 | 1087 | 59,0 | 3,9 | 62,9 | 77416 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 1001 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3484,3 | | | | | | | | Total | | 4113 | | | Total | 411353 |
| | | | | | | | | | | | 1,2 | | | tundaan simpang rata - rata (det/smp) | 118,059 |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan I Kamis Jam Puncak Siang

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|--------------------------|------------------------------|------|---------------------------|-------|---------------------------|--------------------------|---------------------|------|---------------------------------|--------------|-------|-------|----------|--------------------------|---------------|------------------------------------|--------------------------------|---------------------------|-------------------|-----|--------|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | |
| | | | | | | | | | | Simpang | | | | | | | | | | Periode Kamis Jam Puncak Siang | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | |
| Arah diri | | Arah lawan | | | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | | | | |
| | | | | | | | | Nilai dasar smp/jam hijau | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | |
| U | 1 | P | | 0,10 | 0,31 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,081 | 0,984 | 5230,550 | 662,6 | 0,127 | 0,166 | 34 | 961,2903 | 0,689 | | | | | |
| T | 2 | P | 0,36 | | 0,26 | | | 6,4 | 4960 | 1,05 | 0,94 | 1,00 | 1 | 1,068 | 1 | 5226,457 | 1029 | 0,197 | 0,257 | 45 | 1271,3 | 0,809 | | | | | |
| S | 3 | P | 0,08 | | 0,43 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,112 | 1 | 3329,396 | 848,3 | 0,255 | 0,333 | 46 | 827,8499 | 1,025 | | | | | |
| B | 4 | P | 0,26 | | 0,24 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,062 | 1 | 6681,072 | 1247,6 | 0,187 | 0,244 | 40 | 1444,556 | 0,864 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C _{ua} | (det) | 530 | | | | | | | IFR= | | 0,765 | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 185 | | | | | | | ΣIFR | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan I Sabtu Jam Puncak Siang

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|------|------|--------------|-------|-------|----|---------------------------------|--------------------------|---------------|------------------------------------|-----------------|---------------------------|-------------------|-------|---|---|-----|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Simpang | | | | | | | | | | | | | | | | | | | | Periode Sabtu Jam Puncak Siang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | Fase 1 | | | | | | | | | | Fase 2 | | | | | | | | | | Fase 3 | | | | | | | | | | Fase 4 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Nilai disesuaikan smp/jam hijau | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | Belok kanan | Belok Kiri | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | | | | | | | | | | | | | | | | |
| U | 1 | P | | 0,11 | 0,30 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,078 | 0,982 | | | 5153,465 | 671,2 | 0,130 | 0,157 | 34 | 947,12 | 0,709 | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | 2 | P | 0,36 | | 0,24 | | | 6,4 | 4960 | 1,05 | 0,94 | 1,00 | 1 | 1,062 | 1 | | | 5201,000 | 1095,9 | 0,211 | 0,254 | 45 | 1265,11 | 0,866 | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | 3 | P | 0,10 | | 0,40 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,104 | 1 | | | 3306,038 | 932,9 | 0,282 | 0,340 | 46 | 822,04 | 1,135 | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 4 | P | 0,25 | | 0,22 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,057 | 1 | | | 6648,371 | 1374,8 | 0,207 | 0,249 | 40 | 1437,49 | 0,956 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C _{ua} | (det) | 530 | | | | | | | | | | | IFR= | 0,830 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 185 | | | | | | | | | | | ΣFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan I Kamis Jam Puncak Sore

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|--------------------------|------------------------------|------|-----------------|-----------------|-------------------|---------------------------|---------------------|-------------|--------|---------------------------|---------------------|------------|----------|---------------------------------|--------------------------|---------------|------------------------------------|-----------------|---------------------------|-------------------|--------------|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | | | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Simpang | | | | | | | | | | Periode Kamis Jam Puncak Sore | | | | | | | | | | | | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | Fase 1 | | | | | | | | | | Fase 2 | | | | | | | | | | Fase 3 | | | | | | | | | | Fase 4 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Nilai disesuaikan smp/jam hijau | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | Nilai dasar smp/jam hijau | Semua tipe Pendekat | | | | | | | | | | Hanya tipe P | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Ukuran Kota | Hambatan sampling | Kelan daian | Parkir | | Belok kanan | Belok Kiri | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | | | | | | | | | | | | | | | |
| U | 1 | P | | 0,06 | 0,23 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,06107 | 0,98966 | 5150,740 | 679,5 | 0,132 | 0,183 | 36 | 970,82 | 0,700 | | | | | | | | | | | | | | | | | | | | | |
| T | 2 | P | 0,57 | | 0,08 | | | 6,4 | 4960 | 1,05 | 0,95 | 1,00 | 1 | 1,02143 | 1 | 5027,919 | 989,2 | 0,197 | 0,274 | 50 | 1316,21 | 0,752 | | | | | | | | | | | | | | | | | | | | | |
| S | 3 | P | 0,09 | | 0,39 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,10031 | 1 | 3305,199 | 790,8 | 0,239 | 0,333 | 45 | 778,712 | 1,016 | | | | | | | | | | | | | | | | | | | | | |
| B | 4 | P | 0,22 | | 0,23 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,06043 | 1 | 6660,520 | 1007,3 | 0,151 | 0,210 | 40 | 1394,87 | 0,722 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C _{ua} | (det) | 530 | | | | | | | | | | | IFR= | 0,71916 | | | | | | | | | | | | | | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 191 | | | | | | | | | | | ΣIFR | | | | | | | | | | | | | | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan I Sabtu Jam Puncak Sore

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|--------|-----------------|------------|-------------------|---------------------------|---------------------------|------|------|----|--------------|------------|---------------------------------|--------------------------|---------------|------------------------------------|-------------------------------|---------------------------|-------------------|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | |
| Simpang | | | | | | | | | | | | | | | | | | | | Periode Sabtu Jam Puncak Sore | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | Fase 1 | | | | | Fase 2 | | | | | Fase 3 | | | | | Fase 4 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | |
| | | | | | | Arah diri | Arah lawan | | Nilai dasar smp/jam hijau | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | |
| | | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | |
| | | | PLTOR | PLT | PRT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | Belok kanan | Belok Kiri | S | Q | Q/S | IFR | g | C | Q/C | | |
| U | 1 | P | | 0,10 | 0,28 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,074 | 0,984 | 5172,113 | 631,6 | 0,122 | 0,172 | 36 | 974,849 | 0,648 | | |
| T | 2 | P | 0,52 | | 0,12 | | | 6,4 | 4960 | 1,05 | 0,95 | 1,00 | 1 | 1,032 | 1 | 5082,394 | 829,7 | 0,163 | 0,230 | 50 | 1330,47 | 0,624 | | |
| S | 3 | P | 0,09 | | 0,40 | | | 4 | 3100 | 1,05 | 0,92 | 1,00 | 1 | 1,103 | 1 | 3295,380 | 792,1 | 0,240 | 0,338 | 45 | 776,398 | 1,020 | | |
| B | 4 | P | 0,27 | | 0,23 | | | 8,4 | 6510 | 1,05 | 0,92 | 1,00 | 1 | 1,059 | 1 | 6665,624 | 1230,9 | 0,185 | 0,260 | 40 | 1395,94 | 0,882 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | (det) | 530 | | | | | | | | IFR= | 0,710 | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 191 | | | | | | | | ΣIFR | | | | | | | |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan I Kamis Puncak Siang

| SIMPANG BERSINYAL Formulir SIG V | | | | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | Tanggal : 04-Mei-17 | | Ditangani oleh | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|----------------------|------------------------------|------|----------------------|---|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|--|--|
| | | | | | | | | | | | | kota : Yogyakarta | | Perihal : 4 Fase | | | |
| | | | | | | | | | | | | Simpang | | Periode : Kamis jam puncak Siang | | | |
| | | | | | | | | | | | | Waktu siklus 185 | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q | | |
| U | 662,6 | 961,29 | 0,689 | 0,184 | 0,6 | 31,8 | 32,4 | 45,00 | 138 | 0,857 | 568 | 72,8 | 3,8 | 76,6 | 50743 | | |
| T | 1029 | 1271,30 | 0,809 | 0,243 | 1,59 | 49,8 | 51,4 | 67,82 | 212 | 0,875 | 900 | 70,5 | 4,0 | 74,4 | 76577 | | |
| S | 848,3 | 827,85 | 1,025 | 0,249 | 20,8 | 44,0 | 64,8 | 85,41 | 427 | 1,337 | 1134 | 160,5 | 4,3 | 164,8 | 139834 | | |
| B | 1247,6 | 1444,56 | 0,864 | 0,216 | 2,6 | 61,8 | 64,4 | 84,93 | 202 | 0,904 | 1128 | 76,4 | 3,9 | 80,3 | 100134 | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| LT, LTOR | 904 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | | | |
| Qtotal | 3787,5 | | | | | | | | | Total | 3730 | | | Total | 367288 | | |
| | | | | | | | | | | | 1,0 | | | tundaan simpang rata - rata (det/smp) | 96,97380893 | | |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan I Sabtu Puncak Siang

| SIMPANG BERSINYAL Formulir SIG V | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | Tanggal : 04-Mei-17 kota : Yogyakarta | | | Ditangani oleh Perihal : 4 Fase | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|--------|--|-----------------------------|---------------------------------------|---|---|---|-----------------------------|
| | | | | | | | | | Simpang Waktu siklus 185 | | | Periode : sabtu jam puncak Siang | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 671,2 | 947,12 | 0,709 | 0,184 | 0,71 | 32,4 | 33,1 | 46,00 | 142 | 0,863 | 579 | 73,6 | 3,8 | 77,3 | 51911 |
| T | 1095,9 | 1265,11 | 0,866 | 0,243 | 2,65 | 54,0 | 56,6 | 74,72 | 233 | 0,905 | 992 | 74,7 | 4,0 | 78,6 | 86176 |
| S | 932,9 | 822,04 | 1,135 | 0,249 | 59,85 | 50,2 | 110,0 | 145,13 | 726 | 2,066 | 1927 | 334,9 | 5,1 | 339,9 | 317107 |
| B | 1374,8 | 1437,49 | 0,956 | 0,216 | 8,22 | 69,8 | 78,0 | 102,92 | 245 | 0,994 | 1367 | 92,2 | 4,0 | 96,2 | 132279 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 991 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 4074,8 | | | | | | | | | Total | 4865 | | | Total | 587473 |
| | | | | | | | | | | | 1,2 | | | tundaan simpang rata - rata (det/smp) | 144,1722388 |

Formulir SIG V Panjang Antrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan I Kamis Puncak Sore

| SIMPANG BERSINYAL | | | | | | | | | Tanggal : 04-Mei-17 | | | Ditangani oleh | | | |
|---|----------------------------|---------------------|-----------------------------|----------------------|------------------------------|------|----------------------|-------|------------------------|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| Formulir SIG V | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | |
| PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | | | | | Simpang | | | Periode : Kamis jam puncak Sore | | | |
| | | | | | | | | | Waktu siklus : 191 | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenruhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 679,5 | 970,82 | 0,700 | 0,188 | 0,66 | 33,7 | 34,4 | 48,00 | 148 | 0,858 | 583 | 74,9 | 3,7 | 78,6 | 53399 |
| T | 989,2 | 1316,21 | 0,752 | 0,262 | 1,01 | 48,2 | 49,2 | 67,00 | 209 | 0,844 | 835 | 67,6 | 4,0 | 71,5 | 70775 |
| S | 790,8 | 778,71 | 1,016 | 0,236 | 17,63 | 42,2 | 59,8 | 78,86 | 394 | 1,283 | 1014 | 154,9 | 4,3 | 159,2 | 125886 |
| B | 1007,3 | 1394,87 | 0,722 | 0,209 | 0,79 | 49,8 | 50,6 | 69,00 | 164 | 0,852 | 858 | 72,4 | 3,8 | 76,2 | 76726 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 940 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3466,8 | | | | | | | | | Total | 3290 | Total | | | 326786 |
| | | | | | | | | | | | 0,9 | tundaan simpang rata - rata (det/smp) | | | 94,261504 |

Formulir SIG V Panjang Antrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan I Sabtu Puncak Sore

| SIMPANG BERSINYAL | | | | | | | | | Tanggal : 06-Mei-17 | | | Ditangani oleh | | | |
|---------------------------|----------------------------|---------------------|----------------------------|----------------------|------------------------------|------|----------------------|-------|------------------------|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| Formulir SIG V | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | |
| PANJANG ANTRIAN | | | | | | | | | Simpang | | | Periode : Sabtu jam puncak Sore | | | |
| JUMLAH KENDARAAN TERHENTI | | | | | | | | | Waktu siklus : 191 | | | | | | |
| TUNDAAN | | | | | | | | | | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 631,6 | 974,85 | 0,648 | 0,188 | 0,42 | 31,0 | 31,4 | 44,00 | 135 | 0,843 | 533 | 73,2 | 3,7 | 76,9 | 48584 |
| T | 829,7 | 1330,47 | 0,624 | 0,262 | 0,33 | 38,8 | 39,2 | 54,00 | 169 | 0,801 | 664 | 63,1 | 4,0 | 67,1 | 55649 |
| S | 792,1 | 776,40 | 1,020 | 0,236 | 18,61 | 42,3 | 60,9 | 80,33 | 402 | 1,304 | 1033 | 159,7 | 4,3 | 164,1 | 129961 |
| B | 1230,9 | 1395,94 | 0,882 | 0,209 | 3,12 | 63,3 | 66,4 | 87,64 | 209 | 0,916 | 1127 | 81,3 | 3,9 | 85,2 | 104828 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 1001 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3484,3 | | | | | | | | Total | | 3357 | | | Total | 339023 |
| | | | | | | | | | | | 1,0 | | | tundaan simpang rata - rata (det/smp) | 97,300034 |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan II Kamis Jam Puncak Pagi

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|--------------------------|------------------------------|-------|-----------------|------------|-------------------|---------------------------|---------------------|-------------------|------------|--------------|-------------|---------------------------------|----------|--------------------------|---------------|------------------------|-------------------------------|---------------------------|-------------------|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Simpang | | | | | | | | | | Periode Kamis Jam Puncak Pagi | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | Fase 1 | | | | | | | | | | Fase 2 | | | | | | | | | | Fase 3 | | | | | | | | | | Fase 4 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Nilai dasar smp/jam hijau | Ukuran Kota | Hambatan sampling | Kelandaian | Parkir | Belok kanan | Belok Kiri | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | P L TOR | P L T | P R T | Q R T | Q R TO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U | 1 | P | | 0,08 | 0,27 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,070 | 0,987 | 5141,174 | 603,7 | 0,117 | 0,233 | 34 | 1165,333 | 0,518 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | 2 | P | | 0,25 | 0,24 | | | 8,4 | 6510 | 1,05 | 0,94 | 1,00 | 1 | 1,062 | 0,96 | 6553,261 | 648,2 | 0,099 | 0,196 | 22 | 961,1449 | 0,674 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | 3 | P | | 0,03 | 0,37 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,096 | 0,9952 | 5308,751 | 944,6 | 0,178 | 0,353 | 40 | 1415,667 | 0,667 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 4 | P | | 0,24 | 0,16 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,042 | 0,9616 | 8548,287 | 936 | 0,109 | 0,217 | 34 | 1937,612 | 0,483 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | | | (det) | | | 530 | | | IFR= | | | 0,504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | | | (det) | | | 150 | | | ΣIFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan II Kamis Jam Puncak Siang

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | Ditangani oleh : | | | | | | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------------|------|--------|-----|--------------|--------|---------------------------------|--------------------------|--------------------------------|------------------------|-----------------|---------------------------|-------------------|---|--------|-----|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | Perihal 4 Fase | | | | | | | | | |
| Simpang | | | | | | | | | | | | | | | | | | Periode Kamis Jam Puncak Siang | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | |
| | | | | | | Arah diri | Arah lawan | | Nilai dasar smp/jam hijau | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | |
| | | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | |
| | | | | | | P L TOR | P L T | P R T | Q R T | Q R TO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | |
| U | 1 | P | | 0,10 | 0,31 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,081 | 0,984 | 5230,550 | 662,6 | 0,127 | 0,215 | 34 | 1185,5914 | 0,559 | | | | | |
| T | 2 | P | | 0,36 | 0,26 | | | 8,4 | 6510 | 1,05 | 0,94 | 1,00 | 1 | 1,068 | 0,9424 | 6464,605 | 1029 | 0,159 | 0,271 | 22 | 948,14204 | 1,085 | | | | | |
| S | 3 | P | | 0,08 | 0,43 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,112 | 0,9872 | 5341,018 | 848,3 | 0,159 | 0,270 | 40 | 1424,2713 | 0,596 | | | | | |
| B | 4 | P | | 0,26 | 0,24 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,062 | 0,9584 | 8689,975 | 1247,6 | 0,144 | 0,244 | 34 | 1969,7278 | 0,633 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | | C ua | (det) | 530 | | | | | | | IFR= | | 0,588 | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | | C | (det) | 150 | | | | | | | ΣIFR | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan II Kamis Jam Puncak Sore

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | |
|--|----------------------|---------------|--------------------------|------------------------------|-------------|-----------------|-------------|-------------------|---------------------------|---------------------------|------|------|----|---------------------------------|--------------|----------|--------------------------|---------------|-------------------------|-------------------------------|---------------------------|-------------------|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | |
| Simpang | | | | | | | | | | | | | | | | | | | | Periode Kamis Jam Puncak Sore | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | Fase 1 | | | | | Fase 2 | | | | | Fase 3 | | | | | Fase 4 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr/crit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | |
| | | | | | | Arah diri | Arah lawan | | Nilai dasar smp/jam hijau | Faktor faktor penyesuaian | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | |
| | | | | | | | | | | Semua tipe Pendekat | | | | | Hanya tipe P | | | | | | | | | |
| | | | Ukuran | Hambatan | Kelan daian | Parkir | Belok kanan | Belok Kiri | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | |
| U | 1 | P | PLTOR | PLT | PR | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | |
| T | 2 | P | | 0,06 | 0,23 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,060 | 0,990 | 5163,235 | 679,5 | 0,132 | 0,235 | 34 | 1170,33 | 0,581 | | |
| S | 3 | P | | 0,57 | 0,08 | | | 8,4 | 6510 | 1,05 | 0,95 | 1,00 | 1 | 1,021 | 0,909 | 6024,248 | 989,2 | 0,164 | 0,293 | 22 | 883,556 | 1,120 | | |
| B | 4 | P | | 0,09 | 0,39 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,101 | 0,986 | 5282,481 | 790,8 | 0,150 | 0,267 | 40 | 1408,66 | 0,561 | | |
| | | | | 0,22 | 0,23 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,060 | 0,965 | 8726,596 | 1007,3 | 0,115 | 0,206 | 34 | 1978,03 | 0,509 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C ua | (det) | 530 | | | | | | | | IFR= | | 0,56094 | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 150 | | | | | | | | Σ IFR | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan II Sabtu Jam Puncak Pagi

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|--------|-----------------|------------|-------------------|---------------------------|---------------------|------|------|---------------------------|--------------|--------|----------|---------------------------------|--------------------------|---------------|------------------------------------|-----------------|---------------------------|-------------------|--|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | |
| Simpang | | | | | | | | | | | | | | | | | | | | Periode Sabtu Jam Puncak Pagi | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | Fase 1 | | | | | Fase 2 | | | | | Fase 3 | | | | | Fase 4 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Nilai disesuaikan smp/jam hijau | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | Nilai dasar smp/jam hijau | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | | Hanya tipe P | | | | | | | | | | | | |
| | | | P L TOR | P L T | P R T | Q R T | Q R TO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | |
| U | 1 | P | | 0,16 | 0,31 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,081 | 0,974 | 5123,827 | 586,8 | 0,115 | 0,258 | 34 | 1161,401 | 0,505 | | | | |
| T | 2 | P | | 0,3 | 0,20 | | | 8,4 | 6510 | 1,05 | 0,95 | 1,00 | 1 | 1,052 | 0,952 | 6503,492 | 631,2 | 0,097 | 0,218 | 22 | 953,845 | 0,662 | | | | |
| S | 3 | P | | 0,07 | 0,32 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,083 | 0,9888 | 5212,059 | 754,7 | 0,145 | 0,326 | 40 | 1389,882 | 0,543 | | | | |
| B | 4 | P | | 0,27 | 0,21 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,055 | 0,9568 | 8611,774 | 760,4 | 0,088 | 0,199 | 34 | 1952,002 | 0,390 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 0,445 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C _{ua} | (det) | 530 | | | | | | | | | | | IFR= | 0,44468 | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 150 | | | | | | | | | | | ΣIFR | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan II Sabtu Jam Puncak Siang

| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | Ditangani oleh : | | | | | | | | | | | |
|--|----------------------|---------------|--------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|-------------------|------------|--------------|------------------|---------------------------------|----------|--------------------------|---------------|------------------------|-----------------|---------------------------|-------------------|--|--|--|
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | Perihal 4 Fase | | | | | | | | | | | |
| Simpang | | | | | | | | | | Fase 1 | | | | Fase 2 | | | | Fase 3 | | | | Fase 4 | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | |
| | | | PLTOR | P LT | P RT | Q RT | Q RTO | We | So | Ukuran Kota | Hambatan sampling | Kelandaian | Parkir | Belok kanan | Belok Kiri | S | Q | Q/S | IFR | g | C | Q/C | | | |
| U | 1 | P | | 0,11 | 0,30 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,078 | 0,982 | 5153,465 | 671,2 | 0,130 | 0,205 | 34 | 1168,119 | 0,575 | | | |
| T | 2 | P | | 0,36 | 0,24 | | | 8,4 | 6510 | 1,05 | 0,94 | 1,00 | 1 | 1,062 | 0,9424 | 6433,117 | 1095,9 | 0,170 | 0,268 | 22 | 943,524 | 1,161 | | | |
| S | 3 | P | | 0,1 | 0,40 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,104 | 0,984 | 5286,355 | 932,9 | 0,176 | 0,278 | 40 | 1409,695 | 0,662 | | | |
| B | 4 | P | | 0,25 | 0,22 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,057 | 0,96 | 8661,878 | 1374,8 | 0,159 | 0,250 | 34 | 1963,359 | 0,700 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | (det) | 530 | | | | | | | | IFR= | | 0,636 | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 150 | | | | | | | | ΣFR | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan II Sabtu Jam Puncak Sore

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|--------|-----------------|------------|-------------------|---------------------------|---------------------|------|------|--------------|-------|--------|----------|---------------------------------|--------------------------|---------------|------------------------------------|-----------------|---------------------------|-------------------|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | Ditangani oleh : | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | Perihal 4 Fase | | | | | | | |
| | | | | | | | | | | Simpang | | | | | | | Periode Sabtu Jam Puncak Sore | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | Fase 1 | | | | | Fase 2 | | | | | Fase 3 | | | | | Fase 4 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Nilai disesuaikan smp/jam hijau | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | |
| U | 1 | P | | 0,10 | 0,28 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,073 | 0,984 | 5192,795 | 631,6 | 0,122 | 0,222 | 34 | 1177,03 | 0,537 | | |
| T | 2 | P | | 0,52 | 0,12 | | | 8,4 | 6510 | 1,05 | 0,95 | 1,00 | 1 | 1,031 | 0,917 | 6139,195 | 829,7 | 0,135 | 0,246 | 22 | 900,415 | 0,921 | | |
| S | 3 | P | | 0,09 | 0,40 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,104 | 0,986 | 5294,951 | 792,1 | 0,150 | 0,273 | 40 | 1411,99 | 0,561 | | |
| B | 4 | P | | 0,27 | 0,23 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,060 | 0,957 | 8654,237 | 1230,9 | 0,142 | 0,259 | 34 | 1961,63 | 0,627 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | (det) | 530 | | | | | | | | IFR= | 0,549 | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 150 | | | | | | | | ΣIFR | | | | | | | |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan II Kamis Puncak Pagi

| SIMPANG BERSINYAL Formulir SIG V | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu siklus: 150 | | | Ditangani oleh Perihal : 4 Fase Periode : Kamis jam puncak pagi | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|---|------------------------------|------|----------------------|-------|--|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 603,7 | 1165,33 | 0,518 | 0,227 | 0,04 | 22,0 | 22,1 | 32,00 | 98 | 0,790 | 477 | 50,9 | 3,6 | 54,6 | 32937 |
| T | 648,2 | 961,14 | 0,674 | 0,147 | 0,53 | 25,6 | 26,1 | 37,00 | 88 | 0,870 | 564 | 62,6 | 3,9 | 66,5 | 43076 |
| S | 944,6 | 1415,67 | 0,667 | 0,267 | 0,5 | 35,1 | 35,6 | 50,00 | 154 | 0,814 | 769 | 50,3 | 3,7 | 54,0 | 51044 |
| B | 936 | 1937,61 | 0,483 | 0,227 | 0,03 | 33,9 | 33,9 | 45,00 | 79 | 0,782 | 732 | 50,4 | 3,7 | 54,1 | 50615 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 502 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3132,5 | | | | | | | | Total | | 2542 | | | Total | 177672 |
| | | | | | | | | | | | 0,8 | tundaan simpang rata - rata (det/smp) | | | 56,71897834 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan II Kamis Puncak Siang

| SIMPANG BERSINYAL Formulir SIG V | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu sik 150 | | | Ditangani oleh Perihal : 4 Fase Periode : Kamis jam puncak Siang | | | |
|-------------------------------------|----------------------------|---------------------|----------------------------|---|------------------------------|------|----------------------|--------|--|-----------------------------|---------------------------------------|--|--|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 662,6 | 1185,59 | 0,559 | 0,227 | 0,13 | 24,4 | 24,6 | 34,00 | 105 | 0,801 | 531 | 51,8 | 3,7 | 55,4 | 36732 |
| T | 1029 | 948,14 | 1,085 | 0,147 | 46,29 | 43,5 | 89,8 | 118,45 | 282 | 1,885 | 1940 | 240,7 | 4,3 | 245,0 | 252117 |
| S | 848,3 | 1424,27 | 0,596 | 0,267 | 0,24 | 30,8 | 31,1 | 44,00 | 135 | 0,791 | 671 | 48,6 | 3,8 | 52,4 | 44416 |
| B | 1247,6 | 1969,73 | 0,633 | 0,227 | 0,36 | 46,9 | 47,3 | 65,00 | 114 | 0,819 | 1022 | 53,0 | 3,8 | 56,9 | 70939 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 904 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3787,5 | | | | | | | | Total | | 4163 | | | Total | 404203 |
| | | | | | | | | | | | 1,1 | tundaan simpang rata - rata (det/smp) | | | 106,72 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan II Kamis Puncak Sore

| SIMPANG BERSINYAL Formulir SIG V | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu siklus : 114 | | | Ditangani oleh Perihal : 4 Fase Periode : Kamis jam puncak Sore | | | |
|-------------------------------------|----------------------------|---------------------|--------------------------|---|------------------------------|------|----------------------|--------|---|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 679,5 | 1170,33 | 0,581 | 0,227 | 0,19 | 25,2 | 25,4 | 38,00 | 117 | 0,808 | 549 | 52,2 | 3,6 | 55,8 | 37924 |
| T | 989,2 | 883,56 | 1,120 | 0,147 | 57,76 | 42,1 | 99,8 | 131,69 | 314 | 2,180 | 2157 | 300,7 | 4,0 | 304,7 | 301439 |
| S | 790,8 | 1408,66 | 0,561 | 0,267 | 0,14 | 28,4 | 28,6 | 40,00 | 123 | 0,780 | 617 | 47,8 | 3,7 | 51,5 | 40752 |
| B | 1007,3 | 1978,03 | 0,509 | 0,227 | 0,02 | 36,7 | 36,7 | 50,00 | 88 | 0,787 | 793 | 50,7 | 3,7 | 54,5 | 54864 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 940 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3466,8 | | | | | | | | Total | | 4115 | | | | Total 434979 |
| | | | | | | | | | | | 1,2 | | | tundaan simpang rata - rata (det/smp) | 125,47 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan II Sabtu Puncak Pagi

| SIMPANG BERSINYAL Formulir SIG V | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu siklus: 150 | | | Ditangani oleh Perihal : 4 Fase Periode : sabtu jam puncak pagi | | | |
|-------------------------------------|----------------------------|---------------------|--------------------------|---|------------------------------|------|----------------------|-------|--|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 586,8 | 1161,40 | 0,505 | 0,227 | 0,01 | 21,4 | 21,4 | 31,00 | 95 | 0,786 | 461 | 50,7 | 3,7 | 54,4 | 31942 |
| T | 631,2 | 953,85 | 0,662 | 0,147 | 0,48 | 24,9 | 25,3 | 36,00 | 86 | 0,867 | 547 | 62,3 | 3,9 | 66,2 | 41757 |
| S | 754,7 | 1389,88 | 0,543 | 0,267 | 0,09 | 27,0 | 27,1 | 38,00 | 117 | 0,774 | 584 | 47,4 | 3,6 | 51,0 | 38505 |
| B | 760,4 | 1952,00 | 0,390 | 0,227 | 0,18 | 26,9 | 27,1 | 38,00 | 67 | 0,769 | 584 | 49,5 | 3,7 | 53,3 | 40496 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 541 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 2733,1 | | | | | | | | Total | | 2177 | | | | Total 152700 |
| | | | | | | | | | | | 0,8 | | | tundaan simpang rata - rata (det/smp) | 55,87044514 |

Formulir SIG V Panjang Antrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan II Sabtu Puncak Siang

| SIMPANG BERSINYAL | | | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | Tanggal : 04-Mei-17 | | | Ditangani oleh | | | |
|-------------------|----------------------------|---------------------|----------------------------|----------------------|---|------|----------------------|--------|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|
| Formulir SIG V | | | | | | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | |
| | | | | | | | | | Simpang | | | Periode : sabtu jam puncak Siang | | | |
| | | | | | | | | | Waktu sik 150 | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 671,2 | 1168,12 | 0,575 | 0,227 | 0,18 | 24,9 | 25,0 | 36,00 | 111 | 0,806 | 541 | 52,1 | 3,7 | 55,8 | 37470 |
| T | 1095,9 | 943,52 | 1,161 | 0,147 | 79,86 | 47,0 | 126,8 | 167,28 | 398 | 2,500 | 2739 | 370,5 | 4,3 | 374,9 | 410811 |
| S | 932,9 | 1409,69 | 0,662 | 0,267 | 0,48 | 34,6 | 35,1 | 50,00 | 154 | 0,813 | 758 | 50,2 | 3,8 | 54,0 | 50390 |
| B | 1374,8 | 1963,36 | 0,700 | 0,227 | 0,66 | 52,7 | 53,3 | 70,32 | 123 | 0,838 | 1152 | 54,5 | 3,8 | 58,3 | 80198 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 991 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 4074,8 | | | | | | | | | Total | 5190 | | | Total | 578869 |
| | | | | | | | | | | | 1,3 | | | tundaan simpang rata - rata (det/smp) | 142,061 |

Formulir SIG V Panjang Antrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan II Sabtu Puncak Sore

| SIMPANG BERSINYAL | | | | | | | | | Tanggal : 06-Mei-17 | | | Ditangani oleh | | | | | |
|-------------------|----------------------------|---------------------|----------------------------|----------------------|------------------------------|------|----------------------|-------|------------------------|-----------------------------|---------------------------------------|---|---|---|-----------------------------|--|---------|
| Formulir SIG V | | | | | PANJANG ANTRIAN | | | | kota : Yogyakarta | | | Perihal : 4 Fase | | | | | |
| | | | | | JUMLAH KENDARAAN TERHENTI | | | | Simpang | | | Periode : Sabtu jam puncak Sore | | | | | |
| | | | | | TUNDAAN | | | | Waktu siklus : 150 | | | | | | | | |
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS – Q/C | Rasio Hijau GR – g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q | | |
| U | 631,6 | 1177,03 | 0,537 | 0,227 | 0,08 | 23,2 | 23,2 | 32,00 | 98 | 0,795 | 502 | 51,3 | 3,6 | 55,0 | 34711 | | |
| T | 829,7 | 900,42 | 0,921 | 0,147 | 4,7 | 34,1 | 38,8 | 53,00 | 126 | 1,010 | 838 | 81,9 | 4,0 | 85,9 | 71304 | | |
| S | 792,1 | 1411,99 | 0,561 | 0,267 | 0,14 | 28,5 | 28,6 | 40,00 | 123 | 0,780 | 618 | 47,8 | 3,8 | 51,6 | 40834 | | |
| B | 1230,9 | 1961,63 | 0,627 | 0,227 | 0,34 | 46,2 | 46,6 | 64,00 | 112 | 0,817 | 1006 | 52,9 | 3,8 | 56,7 | 69818 | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| LT, LTOR | 1001 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | | | |
| Qtotal | 3484,3 | | | | | | | | | Total | | 2964 | Total | | | | 216667 |
| | | | | | | | | | | | | 0,9 | tundaan simpang rata - rata (det/smp) | | | | 62,1839 |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan III Kamis Jam Puncak Siang

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|--------------------------|------------------------------|------|---------------------|------|---------------------------|--------------------------|-------------|------|-------------------|----|------------|--------|---------------------------------|--------------------------|---------------|------------------------------------|-----------------|---------------------------|-------------------|-------------|--------|------------|--|--|--|--|
| SIMPANG BERSINYAL | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | |
| | | | | | | Simpang | | | | | | | | | | Periode Kamis Jam Puncak Siang | | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | | | Fase 4 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | |
| | | | | | | | | Faktor faktor penyesuaian | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | | |
| | | | | | | | | | | Ukuran Kota | | Hambatan sampling | | Kelandaian | | Parkir | | | | | | | Belok kanan | | Belok Kiri | | | | |
| | | | PLTOR | PLT | PRT | QRT | QRT0 | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | |
| U | 1 | P | | 0,10 | 0,31 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,081 | 0,984 | 5230,550 | 662,6 | 0,127 | 0,215 | 34 | 961,29 | 0,689 | | | | | | | |
| T | 2 | P | | 0,36 | 0,26 | | | 8,4 | 6510 | 1,05 | 0,94 | 1,00 | 1 | 1,068 | 0,9424 | 6464,605 | 1029 | 0,159 | 0,271 | 45 | 1572,47 | 0,654 | | | | | | | |
| S | 3 | P | | 0,08 | 0,43 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,112 | 0,9872 | 5341,018 | 848,3 | 0,159 | 0,270 | 46 | 1328,04 | 0,639 | | | | | | | |
| B | 4 | P | | 0,26 | 0,24 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,062 | 0,9584 | 8689,975 | 1247,6 | 0,144 | 0,244 | 40 | 1878,91 | 0,664 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C _{ua} | (det) | 530 | | | | | | | | IFR= | | 0,588 | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 185 | | | | | | | | ΣIFR | | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan III Kamis Jam Puncak Sore

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|--------------------------|------|------|------------------------------|------|-------------------|---------------------------|-------------------------------|------------------|-------------|--------|--------------|------------|---------------------------------|--------|-------|--------------------------|------------------|------------------------|-----------------|---------------------------|-------------------|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 04-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Simpang | | | | | | | | | | Periode Kamis Jam Puncak Sore | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | Fase 1 | | | | | | | | | | Fase 2 | | | | | | | | | | Fase 3 | | | | | | | | | | Fase 4 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaraan berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Faktor faktor penyesuaian | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | | Hanya tipe P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Nilai dasar smp/jam hijau | Ukuran Kota | Hambatan samping | Kelan daian | Parkir | Belok kanan | Belok Kiri | Nilai disesuaikan smp/jam hijau | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | PLTOR | PLT | PRT | QRT | QRT0 | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U | 1 | P | | 0,06 | 0,23 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,060 | 0,990 | 5163,235 | 679,5 | 0,132 | 0,235 | 36 | 973,175 | 0,698 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | 2 | P | | 0,57 | 0,08 | | | 8,4 | 6510 | 1,05 | 0,95 | 1,00 | 1 | 1,021 | 0,909 | 6024,248 | 989,2 | 0,164 | 0,293 | 50 | 1577,03 | 0,627 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | 3 | P | | 0,09 | 0,39 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,101 | 0,986 | 5282,481 | 790,8 | 0,150 | 0,267 | 45 | 1244,56 | 0,635 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 4 | P | | 0,22 | 0,23 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,060 | 0,965 | 8726,596 | 1007,3 | 0,115 | 0,206 | 40 | 1827,56 | 0,551 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | | | Waktu Siklus pra penyesuaian | | | C ua | | | (det) | | | 530 | | | IFR= | | | 0,56094 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LTI (det) | | | | | | Waktu siklus disesuaikan | | | C | | | (det) | | | 191 | | | ΣIFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan III Sabtu Jam Puncak Siang

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|---------------|-------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|---------------------|------|------|--------------|-------|--------|----------|---------------------------------|--------------------------|---------------|--------------------------------|-----------------|---------------------------|-------------------|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|
| SIMPANG BERSINYAL | | | | | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL DAN KAPASITAS | | | | | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Simpang | | | | | | | | | | Periode Sabtu Jam Puncak Siang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | | | | | Fase 1 | | | | | | | | | | Fase 2 | | | | | | | | | | Fase 3 | | | | | | | | | | Fase 4 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Nilai disesuaikan smp/jam hijau | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Frcrit | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U | 1 | P | | 0,11 | 0,30 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,078 | 0,982 | 5153,465 | 671,2 | 0,130 | 0,205 | 34 | 947,123 | 0,709 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | 2 | P | | 0,36 | 0,24 | | | 8,4 | 6510 | 1,05 | 0,94 | 1,00 | 1 | 1,062 | 0,9424 | 6433,117 | 1095,9 | 0,170 | 0,268 | 45 | 1564,812 | 0,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | 3 | P | | 0,1 | 0,40 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,104 | 0,984 | 5286,355 | 932,9 | 0,176 | 0,278 | 46 | 1314,445 | 0,710 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 4 | P | | 0,25 | 0,22 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,057 | 0,96 | 8661,878 | 1374,8 | 0,159 | 0,250 | 40 | 1872,839 | 0,734 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | | C ua | (det) | 530 | | | | | | | | IFR= | | 0,636 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | | C | (det) | 185 | | | | | | | | ΣFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Formulir SIG IV Penentuan Waktu Sinyal dan Kapasitas Setelah Diberikan Alternatif Perbaikan III Sabtu Jam Puncak Sore

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|--|---------------------|--|--|--|--|--|--------|--|--|--|----------------------------------|--|--------|--|--|--|--------|--|--|--|
| SIMPANG BERSINYAL | | | | | | Tanggal : 06-Mei-17 | | | | | | | | | | Ditangani oleh : | | | | | | | | | |
| Formulir SIG IV PENENTUAN WAKTU SINYAL | | | | | | Kota Yogyakarta | | | | | | | | | | Perihal 4 Fase | | | | | | | | | |
| DAN KAPASITAS | | | | | | Simpang | | | | | | | | | | Periode Sabtu Jam Puncak Sore | | | | | | | | | |
| Distribusi arus lalu lintas (smp/jam) | | | | | | Fase 1 | | | | | | Fase 2 | | | | | | Fase 3 | | | | Fase 4 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

| Kode Pendekat | Hijau Dalam Fase no. | Tipe Pendekat | Rasio Kendaran berbelok | | | Arus RT smp/jam | | Lebar Efektif (m) | Arus Jenuh smp/jam hijau | | | | | | | | Arus Lalu Lintas smp/jam | Rasio arus FR | Rasio fase PR = Fr _{crit} | Waktu hijau det | kapasitas smp/jam S x g/c | Derajat Kejenuhan | | | |
|----------------------|----------------------|---------------|-------------------------|------------------------------|------|-----------------|------------|-------------------|---------------------------|-------------------|------------|--------|--------------|------------|--------|----------|--------------------------|---------------|------------------------------------|-----------------|---------------------------|-------------------|--|--|--|
| | | | | | | Arah diri | Arah lawan | | Faktor faktor penyesuaian | | | | | | | | | | | | | | | | |
| | | | | | | | | | Semua tipe Pendekat | | | | Hanya tipe P | | | | | | | | | | | | |
| | | | | | | | | | Ukuran Kota | Hambatan sampling | Kelandaian | Parkir | Belok kanan | Belok Kiri | | | | | | | | | | | |
| | | | P LTOR | P LT | P RT | Q RT | Q RTO | We | So | Fcs | FsF | FG | Fp | FRT | FLT | S | Q | Q/S | IFR | g | C | Q/C | | | |
| U | 1 | P | | 0,10 | 0,28 | | | 6,5 | 5037,5 | 1,05 | 0,93 | 1,00 | 1 | 1,073 | 0,984 | 5192,795 | 631,6 | 0,122 | 0,222 | 36 | 978,747 | 0,645 | | | |
| T | 2 | P | | 0,52 | 0,12 | | | 8,4 | 6510 | 1,05 | 0,95 | 1,00 | 1 | 1,031 | 0,9168 | 6139,195 | 829,7 | 0,135 | 0,246 | 50 | 1607,12 | 0,516 | | | |
| S | 3 | P | | 0,09 | 0,40 | | | 6,5 | 5037,5 | 1,05 | 0,92 | 1,00 | 1 | 1,104 | 0,9856 | 5294,951 | 792,1 | 0,150 | 0,273 | 45 | 1247,5 | 0,635 | | | |
| B | 4 | P | | 0,27 | 0,23 | | | 11,4 | 8835 | 1,05 | 0,92 | 1,00 | 1 | 1,060 | 0,9568 | 8654,237 | 1230,9 | 0,142 | 0,259 | 40 | 1812,41 | 0,679 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waktu hilang total L | | | 20 | Waktu Siklus pra penyesuaian | | | C ua | (det) | 530 | | | | | | | | | | | IFR= | 0,549 | | | | |
| LTI (det) | | | | Waktu siklus disesuaikan | | | C | (det) | 191 | | | | | | | | | | | > IFR | | | | | |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan III Kamis Puncak Siang

| SIMPANG BERSINYAL Formulir SIG V | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu siklus 185 | | | Ditangani oleh Perihal : 4 Fase Periode : Kamis jam puncak Siang | | | |
|-------------------------------------|----------------------------|---------------------|---|----------------------|------------------------------|------|----------------------|-------|---|-----------------------------|---------------------------------------|--|--|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 662,6 | 961,29 | 0,689 | 0,184 | 0,6 | 31,8 | 32,4 | 46,00 | 142 | 0,857 | 568 | 72,8 | 3,8 | 76,6 | 50743 |
| T | 1029 | 1572,47 | 0,654 | 0,243 | 0,44 | 47,6 | 48,0 | 66,00 | 157 | 0,818 | 841 | 64,0 | 3,9 | 67,9 | 69917 |
| S | 848,3 | 1328,04 | 0,639 | 0,249 | 0,38 | 38,9 | 39,3 | 55,00 | 169 | 0,812 | 689 | 63,1 | 3,8 | 66,9 | 56778 |
| B | 1247,6 | 1878,91 | 0,664 | 0,216 | 0,49 | 58,7 | 59,2 | 78,04 | 137 | 0,831 | 1036 | 67,3 | 3,8 | 71,1 | 88741 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 904 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotall | 3787,5 | | | | | | | | Total | | 3134 | | | Total | 266179 |
| | | | | | | | | | | | 0,8 | | | tundaan simpang rata - rata (det/smp) | 70,2783548 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan III Kamis Puncak Sore

| SIMPANG BERSINYAL Formulir SIG V | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu siklus 191 | | | Ditangani oleh Perihal : 4 Fase Periode : Kamis jam puncak Sore | | | |
|-------------------------------------|----------------------------|---------------------|---|----------------------|------------------------------|------|----------------------|-------|---|-----------------------------|---------------------------------------|---|--|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenuhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/samp DT | Tundaan geometrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 679,5 | 973,18 | 0,698 | 0,188 | 0,65 | 33,7 | 34,3 | 48,00 | 148 | 0,857 | 583 | 74,8 | 3,7 | 78,5 | 53351 |
| T | 989,2 | 1577,03 | 0,627 | 0,262 | 0,34 | 46,4 | 46,7 | 64,00 | 152 | 0,801 | 792 | 63,0 | 4,0 | 67,0 | 66313 |
| S | 790,8 | 1244,56 | 0,635 | 0,236 | 0,37 | 37,7 | 38,1 | 53,00 | 163 | 0,817 | 646 | 66,7 | 3,8 | 70,5 | 55735 |
| B | 1007,3 | 1827,56 | 0,551 | 0,209 | 0,11 | 47,8 | 47,9 | 66,00 | 116 | 0,806 | 812 | 67,7 | 3,7 | 71,4 | 71964 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 940 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotall | 3466,8 | | | | | | | | Total | | 2833 | | | Total | 247363 |
| | | | | | | | | | | | 0,8 | | | tundaan simpang rata - rata (det/smp) | 71,3519 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan III Sabtu Puncak Siang

| SIMPANG BERSINYAL Formulir SIG V | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | | Tanggal : 04-Mei-17 kota : Yogyakarta Simpang Waktu siklus 185 | | | Ditangani oleh Perihal : 4 Fase Periode : sabtu jam puncak Siang | | | |
|-------------------------------------|----------------------------|---------------------|---|----------------------|------------------------------|------|----------------------|-------|---|-----------------------------|---------------------------------------|--|---|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenruhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/smp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 671,2 | 947,12 | 0,709 | 0,184 | 0,71 | 32,4 | 33,1 | 46,00 | 142 | 0,863 | 579 | 73,6 | 3,8 | 77,3 | 51911 |
| T | 1095,9 | 1564,81 | 0,700 | 0,243 | 0,66 | 51,4 | 52,0 | 68,63 | 163 | 0,831 | 911 | 65,4 | 4,0 | 69,3 | 75980 |
| S | 932,9 | 1314,45 | 0,710 | 0,249 | 0,72 | 43,7 | 44,5 | 61,00 | 188 | 0,835 | 779 | 65,4 | 3,8 | 69,2 | 64571 |
| B | 1374,8 | 1872,84 | 0,734 | 0,216 | 0,88 | 65,8 | 66,7 | 87,98 | 154 | 0,850 | 1168 | 69,2 | 3,8 | 73,1 | 100442 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 991 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 4074,8 | | | | | | | | Total | | 3437 | | | Total | 292904 |
| | | | | | | | | | | | 0,8 | | | tundaan simpang rata - rata (det/smp) | 71,88175392 |

Formulir SIG V Panjang Anrian Jumlah Kendaraan Terhenti Tundaan Setelah Diberikan Alternatif Perbaikan III Sabtu Puncak Sore

| SIMPANG BERSINYAL Formulir SIG V | | | PANJANG ANTRIAN JUMLAH KENDARAAN TERHENTI TUNDAAN | | | | | | Tanggal : 06-Mei-17 kota : Yogyakarta Simpang Waktu siklus 191 | | | Ditangani oleh Perihal : 4 Fase Periode : Sabtu jam puncak Sore | | | |
|-------------------------------------|----------------------------|---------------------|---|----------------------|------------------------------|------|----------------------|-------|---|-----------------------------|---------------------------------------|---|---|---|-----------------------------|
| Kode Pendekat | Arus Lalu Lintas smp/jam Q | Kapasitas smp/jam C | Derajat Kejenruhan DS - Q/C | Rasio Hijau GR - g/c | Jumlah kendaraan antri (smp) | | | | Panjang antrian (m) QL | Rasio Kendaraan stop/smp NS | Jumlah Kendaraan terhenti smp/jam Nsv | Tundaan | | | |
| | | | | | N1 | N2 | Total NQ1 + NQ2 = NQ | NQmax | | | | Tundaan lalu lintas rata-rata det/smp DT | Tundaan geo metrik rata-rata det/smp DG | Tundaan rata - rata det/smp D = DT + DG | Tundaan total smp/det D x Q |
| U | 631,6 | 978,75 | 0,645 | 0,188 | 0,41 | 31,0 | 31,4 | 44,00 | 135 | 0,843 | 532 | 73,1 | 3,7 | 76,8 | 48531 |
| T | 829,7 | 1607,12 | 0,516 | 0,262 | 0,03 | 37,6 | 37,6 | 52,00 | 124 | 0,769 | 638 | 60,2 | 4,0 | 64,2 | 53285 |
| S | 792,1 | 1247,50 | 0,635 | 0,236 | 0,37 | 37,8 | 38,1 | 54,00 | 166 | 0,817 | 647 | 66,7 | 3,8 | 70,5 | 55836 |
| B | 1230,9 | 1812,41 | 0,679 | 0,209 | 0,56 | 60,2 | 60,8 | 80,13 | 141 | 0,837 | 1031 | 70,7 | 3,8 | 74,5 | 91733 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| LT, LTOR | 1001 | | | | | | | | | | | 0,0 | 6,0 | 6,0 | |
| Qtotal | 3484,3 | | | | | | | | Total | | 2848 | | | Total | 249385 |
| | | | | | | | | | | | 0,8 | | | tundaan simpang rata - rata (det/smp) | 71,5739 |